

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30/5/39 1939 When handed in at Local Office 30/5/39 1939 Port of LIVERPOOL
 No. in Survey held at Birkenhead Date, First Survey 9/3/39 Last Survey May 2nd 1939
 Reg. Book. on the Wood, Iron or Steel Ac. "DILOMA"
 (No. of Visits 4)

TONNAGE:— Built at Birkenhead By whom Cammell, Laird & Co. Ltd. When 1939
 GROSS 8145.78 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address ✓
 UNDER DE. 7226.33 Managers ✓ Port belonging to London
 NET 4767.36

Surveyed Afloat or in Dry Dock? Both Name of Dock C.L. & Co. Bldg. Destined Voyage ✓
 WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

CHARACTER:
 * for Special Survey,
 Date of last Survey and of
 Periodical Surveys.
 Years
 Assigned
 how
 expired.
 Machinery and Boiler
 Surveys
 (including date of N.B., in any).

∴ 100A1 - "Carrying
 petroleum in Bulk"
 Longitudinal Framing
 at Bottom and at Deck
 (contemplated)

Society's Freeboard (if assigned) as ✓ painted on Ship and now verified ✓ ft. ✓ ins.

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage

Vessel stated to have sustained damage by floating crane in Cammell Laird's Lifting-Out Basin on 8th March 1939. Vessel afloat for repairs, tests in drydock. Now done "G's plate from aft on starboard side badly indented now renewed. Adjacent plates released and re-riveted. Inlet valve removed for access and refitted to new plate. Doubling plate in way of inlet removed and re-riveted to new plate. Engine room bulkhead double frame angles faired in place, and frame angle to cofferdam bulkhead faired in place. Oil fuel cross bunker and 201. cargo tank starboard side tested and found tight. Shell plating in way of cofferdam and engine room base tested.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	
Faired or Repaired in place	✓	2	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
State if Tanks now tested	Dblg. Plates under Sounding Pipes	(State if on Felt.)
Bulkheads	Engine Room Skylights	When put on, Month Year
Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
(State which)	Scuppers	Condition, how ascertained
Rudder	Cargo Hatchways	(State if wedges removed)
Steering gear and its connections	Hatches	Sails
Windlass	Planking of Wood Vessels	Equipment letter
Have pumps now been examined and found efficient?	Caulking	anchors, No. of
Have Stow Valves now been examined and found efficient?	Treenails	Chain Locker
Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches	length mean diamr.
	Timbers of Frame at openings	(on board)
	Ditto Ditto at other places	Rule length size
	Stringers, Clamps & Shells	Hawser & Warps
	Salting	Standing and Running Rigging
	(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is eligible in my opinion to be classed ∴ 100A1 - "Carrying petroleum in Bulk" "Longitudinal Framing at Bottom and at Deck"

Fee (per Section 29) £ : : Fees applied for, 19.
 Damage or Repair Fee (if any) £ : : Received by me, 19.
 Expenses (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned
 See Minute of First Entry Report L.R. No. 112620.

Lloyd's Register Foundation